



Lane closures coming to American Fork section of I-15

Michael Rigert - Daily Herald | Posted: Monday, May 17, 2010 12:20 am

Lane closures and possible traffic delays from the Interstate 15 Corridor Expansion project soon will be part of the landscape near the 500 East interchange in American Fork.

Daytime single-lane closures are currently planned for both northbound and southbound directions of travel within the next two to three weeks near the American Fork 500 East interchange, said Heather Barnum, Utah Department of Transportation I-15 CORE spokeswoman.

The daytime and nighttime work will be centered around activities to rebuild or refurbish three bridges crossing I-15 in the American Fork area including 500 East, Proctor Lane and Sam White Lane.

"We're going to see a lot of bridgework beginning," she said.

Many of the narrow two-lane bridges stretching across the freeway date back to the 1960s when I-15 was first built and are not designed to accommodate the volume of traffic that currently uses the interchanges.

Crews will erect support columns in freeway medians, and also begin setting up "bridge farms" on the east side of the 500 North interchange.

Contractors will build the new bridges off to the side of the freeway and then move them into place when completed, Barnum said.

Portions of bridgework for the three crossings in the American Fork area will be put in place as soon as late fall, she said.

Much of the public is aware of the Pioneer Crossing interchange work currently being assembled off to the side of the freeway near the American Fork Main Street interchange that will feature a divergent diamond design. Traffic will actually crisscross to what is commonly considered the opposite side of the bridge in the design, Barnum said. The American Fork Main Street interchange is the first in Utah to use such a design -- but not the last.

UDOT recently decided the American Fork 500 East interchange will have a similar divergent diamond layout, she said. Engineers and contractors determined it would be the best type of interchange layout for that interchange.

"It's to keep mobility up and have less stopping," Barnum said.

UDOT is also planning that, based on contract stipulations, the stretch of I-15 CORE project between Lehi and the north end of the 24-mile reconstruction will be done by June 2012. The

entire \$1.725 billion I-15 widening and rebuild is slated for a completion time of December 2012.

The project's website, www.udot.utah.gov/i15core, has also been updated recently to coincide with the fact that active freeway work has now been underway for one month. Visitors will soon see new features on the site including a lane closure map and schedule, a preferred alternate routes map for trip planning, and a newsroom, Barnum said.